

G-IV-C-177

Hitchcock Tunnel

Swanton

Private

1869

The Hitchcock Tunnel, constructed in 1869, is a 399.2 foot long brick lined, double track, railroad tunnel with ornate brick portal facings.

It is significant as an element of the pioneer engineering accomplishments made by the B & O Railroad in the construction of the railroad over the Appalachian Mountains in the mid-19th century.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Hitchcock Tunnel

AND/OR COMMON

2 LOCATION

STREET & NUMBER

B & O Railroad Tracks, approx. 2 miles northeast of Swanton

CITY, TOWN

Swanton

☒ VICINITY OF

CONGRESSIONAL DISTRICT

6th

STATE

Maryland

COUNTY

Garrett County

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☒ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☐ PUBLIC
☒ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☐ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE ☐ MUSEUM
☐ COMMERCIAL ☐ PARK
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE
☐ ENTERTAINMENT ☐ RELIGIOUS
☐ GOVERNMENT ☐ SCIENTIFIC
☐ INDUSTRIAL ☒ TRANSPORTATION
☐ MILITARY ☐ OTHER**4 OWNER OF PROPERTY**

NAME

CSX Corp.

Telephone #:

STREET & NUMBER

CITY, TOWN

Baltimore, Maryland

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET & NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Hitchcock Tunnel, constructed in 1869, is a 399.2 foot long brick lined, double track, railroad tunnel situated on the steep western slope of Backbone Mountain, 2 miles northeast of Swanton,

It is 30 feet wide and is built on a 4⁰ left curve.

Its distinguishing characteristic is the ornate treatment of the brick facing at both portals. The portal arches are marked by 5 courses of brick and flanked by massive brick buttresses. Above each portal, marked by corbeled brick belt courses, is the name of the tunnel, "Hitchcock", set into a brick saw-toothed panel.

Within the tunnel are gothic arched recesses for pedestrian use and as functional relieving arches.

The tunnel is presently in use by the Chessie System.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES	1869	BUILDER/ARCHITECT
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STATEMENT OF SIGNIFICANCE

Hitchcock Tunnel, built in 1869, is significant as an element of the pioneer engineering accomplishments made by the B & O Railroad in the construction of the railroad over the Appalachian Mountains in the mid-19th century. The tunnel is part of the 17-mile grade from Piedmont, W.Va. to Altamont, MD., a rise of 1,626 feet and an engineering feat in its day.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Donna Ware/Historian

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

May 1982

STREET & NUMBER

Shaw House, 21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

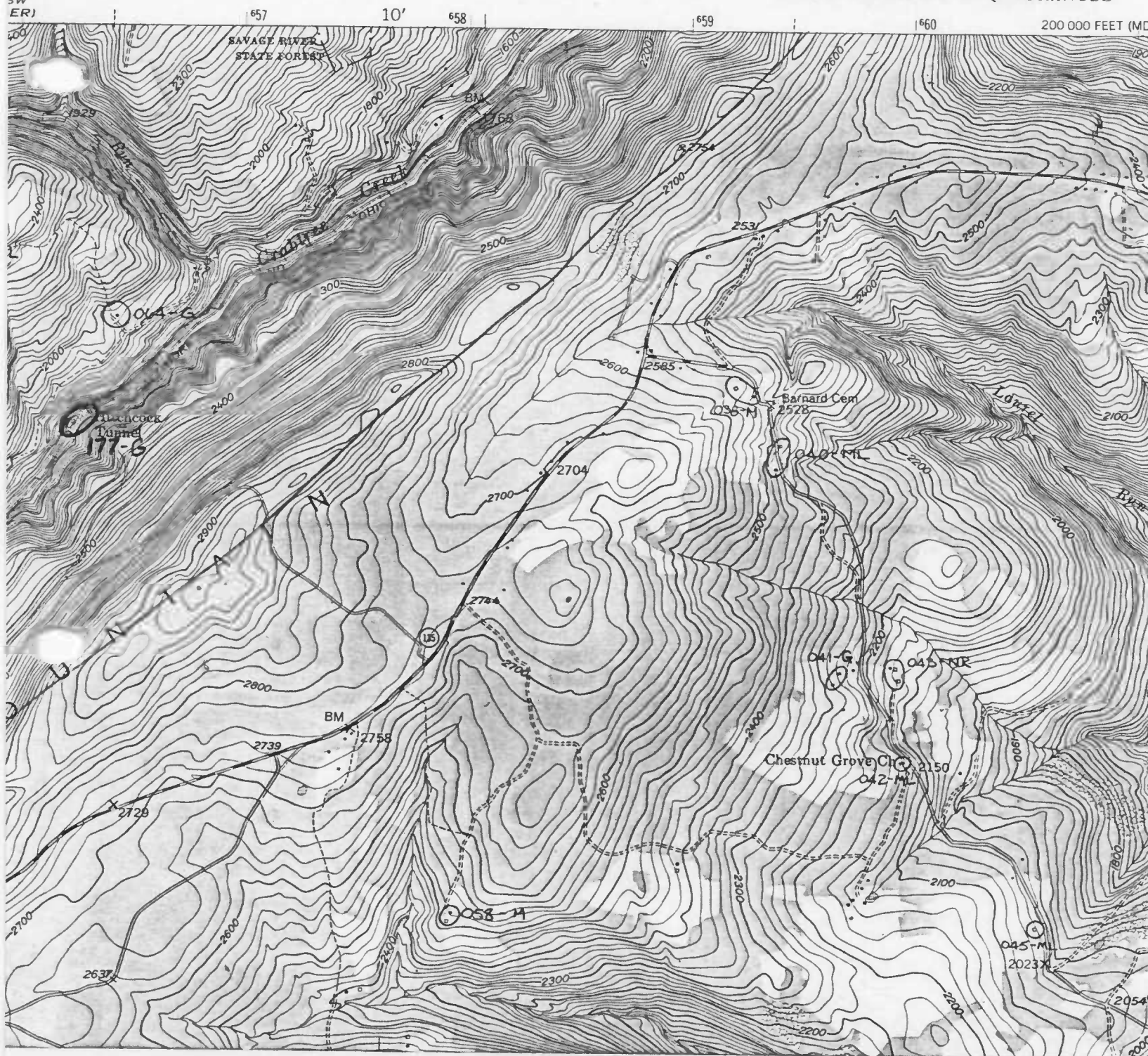
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

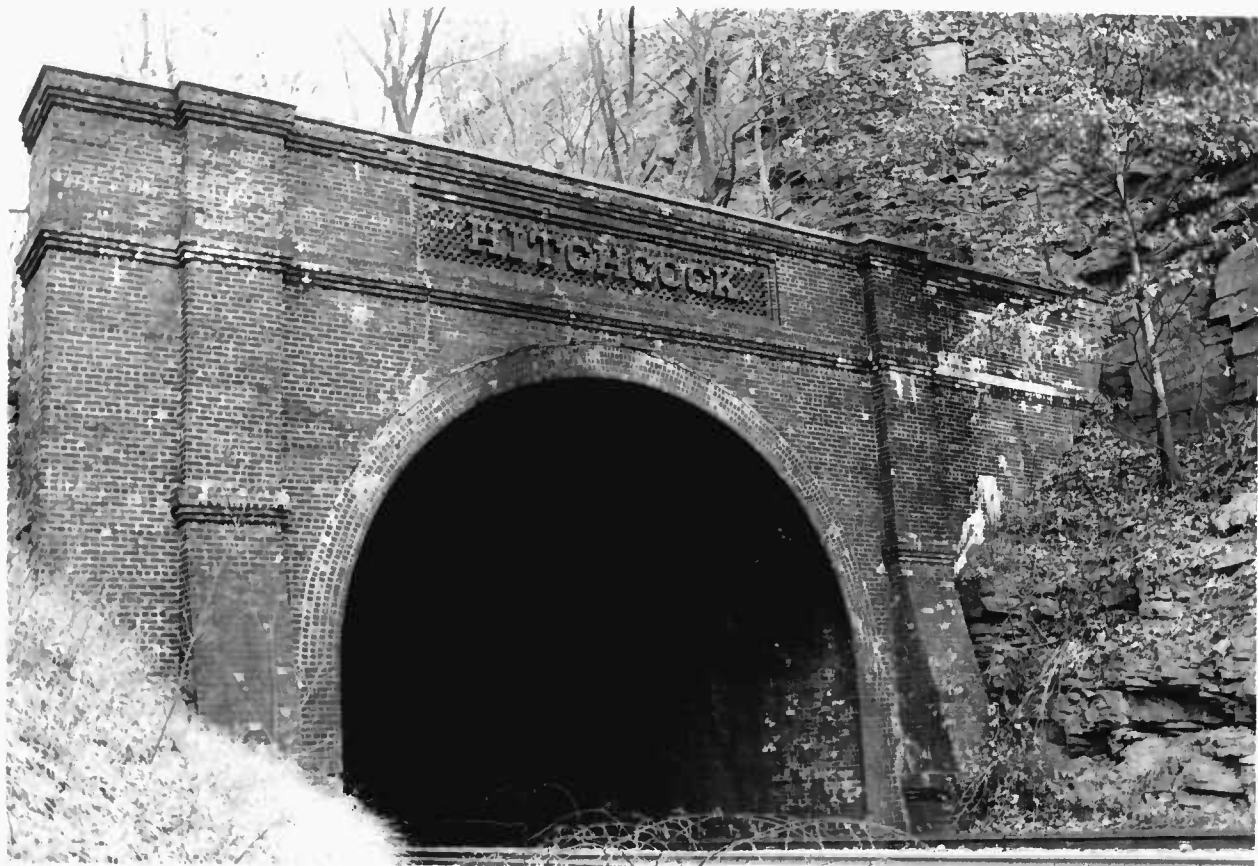
TUNNEL RECORDS

Official List Index Reference	NAME OF TUNNEL (Year Built)	LOCATION	POINTS BETWEEN	ALIGNMENT	Number of Tracks	Horizontal Width	STRUCTURE			Length in Feet			REMARKS VALUATION SECTION, ETC.
							Portals	Side Walls	Arch	Curve	Tangent	Total	
				CUMBERLAND DIVISION									
1687	Harper's Ferry... (1893)	0.2 mile East of Harper's Ferry Station.....	Weyerton and Martine- burg.....	Tangent 924.66 ft.....	2	East Portal 28' 0" West Portal 54' 11"	E. Portal Brick..... W. Portal Concrete..	E. End Brick..... W. End Concrete..	E. End Brick..... W. End Concrete..	.....	924.7	924.7	1-MD-17.3 Sheet 13. 200' at West End Rebuilt in form of a Bellmouth. Valley Branch 724.7' Tang. 200' on 7° Curve.
2013	(Magnolia Cut-off) Randolph..... (1914)	3.2 miles West of Orleans Road.....	Martinsburg and Cum- berland.....	1014.9 ft. on 4° 00' Curve to Left.	2	31' 0"	Concrete...	Concrete...	Concrete and 1 Ring Brick.....	1014.9	.....	1014.9	1-WV-35.8 Sheet 1.
2016	(Magnolia Cut-off) Stuart..... (1913-14)	5.0 miles West of Orleans Road.....	Martinsburg and Cum- berland.....	East End 381.6 ft. 2° 30' Curve to left and 2973.8 ft. Tangent at West End.....	2	31' 0"	Concrete...	Concrete...	Concrete and 1 Ring Brick.....	381.6	2973.8	3355.4	1-WV-36.8 Sheet 2.
2018	(Magnolia Cut-off) Graham..... (1913-14)	5.1 miles East of Little Ca- capon.....	Martinsburg and Cum- berland.....	Tangent 1602 ft.....	2	31' 0"	Concrete...	Concrete...	5 Ring..... Brick.....	.....	1602.0	1602.0	1-MD-40.4 Sheet 1.
2020	(Magnolia Cut-off) Carethers..... (1913-14)	3.2 miles East of Little Cacapon.....	Martinsburg and Cum- berland.....	2° 30' Curve to left 995.9 ft. total Length.....	2	31' 0"	Concrete...	Concrete...	5 Ring Brick.....	995.9	.....	995.9	1-WV-36.8 Sheet 4.
2083	(Patterson Creek Cut-off) Knebley..... (1902)	0.9 miles East of McKensie Station.....	Patterson Creek and McKenzie.....	East End 821.5 ft. on 3° Curve Right end 3338.4 ft. on Tan- gent at West End.....	2	30' 0"	Stone.....	Brick.....	5 Ring Brick.....	821.6	3338.4	4159.9	1-WV-36.9 Sheet 3.
1876	Hitchcock..... (1869)	1.9 miles West of Frankville Station.....	Cumberland and Grafton.....	399.2 ft. 4° Curve (Left).....	2	30' 0"	Brick.....	Brick.....	6 Ring Brick.....	399.2	.....	399.2	1-MD-40.3 Sheet 4.
1946	Kingwood (Old).. (1849-52)	0.4 mile West of Tunnelton Station.....	Cumberland and Grafton.....	East End, 152 ft. spiral to 9° 15' Curve to Right 4023.4 ft. on Tangent, 96.1 ft. on 1° Curve to Right at West End.....	1	19' 0"	East End Stone West End Brick gunited on face	Stone and Brick.....	Stone, Brick and Cast Iron.	248.1	3905.8	4153.9	1-WV-42.2 Sheet 12. Side-walls are built on Tangent, portal to portal.
1948	Kingwood (New). (1910)	0.4 mile West of Tunnelton Station.....	Cumberland and Grafton.....	East End 25.2 ft. on 9° 15' Curve to Right 4176.4 ft. on Tangent to West End.....	2	31' 0"	Stone.....	Concrete and Brick	5 Ring Brick.....	25.2	4176.4	4201.6	1-WV-42.2 Sheet 12.
2105	Elkins (M. & K. R. R. Br.)..... (1907)	1.0 mile West of Albright Station.....	Morgantown and M. & K. Jct.....	255 ft. 20° 36' Curve to Left at East End, 217 ft. 10° 00' Curve to Left at West End.....	1	18' 0"	East End Stone West End Timber Arch Stone Side Walls.....	7 ft. Stone Sec. E. End 13 ft. Stone Sec. W. End Rest Timber...	7 ft. Sec- tion Stone at E. End Rest Timber...	472.0	.....	472.0	1-WV-81.1 Sheet 32.



Kitzmiller, MD-WV
USGS 7.5 Minute Series
Scale 1:24,000
1948; photorevised 1974

Site #: G-IV-C-177
Hitchcock Tunnel
B&O Railroad Tracks, approx. 2 miles
northeast of Swanton



G-IV-C-177

Hitchcock Tunnel

Garrett Co., Md.

D. Ware, 10/81

S. W. Portal



G-IV-C-177

Hitchcock Tunnel

Garrett Co., MD.

D. Ware, 10/81

N. E. Portal



G-IV-C-177
Hitchcock Tunnel
Garrett Co., Md.
D. Ware, 10/81
S. W. Portal



G-IV-C-177

Hitchcock Tunnel

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